

EAST IS ENTHUSIASTIC SAYS GEO. WINGFIELD

Large Amount of Eastern Capital Will Soon Arrive for Investment in Nevada Mining Properties.

When seen by a Reno Journal reporter after his arrival in Reno, George Wingfield gave a lengthy interview which was published in that paper. He departed for San Francisco accompanied by his charming wife last night and will arrive in the southern country in about ten days. He said to the reporter:

"All reports to the effect that I am to make my future home in New York are entirely without foundation," he declared. "Nevada has for years been my home, and Nevada is to continue to be so. The explanation for the dissolution of the partnership between Senator Nixon and myself is quickly told. Nixon wanted to dispose of all his mining interests and concentrate his time and attention upon his banking.

"The mining matters were becoming greater and demanding so much time and thought that he decided to free himself from those responsibilities. He made a proposition first of wanting to buy out the banking interests, then told me that he had decided to dispose of all his mining holdings, and wanted to give me a chance before any one else to secure them.

"I took 158,000 shares of Goldfield Consolidated and placed among six individuals, separately, 150,000 shares. There was no syndicate of capitalists purchasing that, each man not knowing who the other purchaser was. Nixon and I never had a cross word in our lives and we continue as ever, the best of friends."

"Is Mr. Frick coming to Nevada?" was asked.

"Mr. Frick has been in Europe for months and is still there. I know nothing about his reported coming here. I never saw the man; never wrote or received a letter from him, and wouldn't know him if I saw him. I have no idea of his intending to come here as it has been reported.

"Financial affairs are looking fine in New York; everything is on the upward trend. The action of the Southern Pacific in starting out on such a tremendous scale in western improvements means that vast monies are soon to get around this way without any question.

"The readiness with which these men took up stock of Goldfield Consolidated what they think of Nevada. We are going to see better times pretty quick, all through the west."

Thos. G. Lockhart of Goldfield May Invest in Manhattan

"I have spent over thirty years of my life in placer mining in various parts of the country and have seen some big things in that line. What I have seen of the Manhattan placers, so far, would lead me to believe that you have something really big here. I have only looked over the surface as yet and seen pinnings at the leases, but today I will go down in the holes and make investigations." The fore-

going is a statement made this morning to a representative of the Mail by Thomas G. Lockhart, millionaire mineowner of Goldfield, who arrived in camp yesterday.

Mr. Lockhart, as is characteristic of him, had little to say, and when asked if he intended to invest here, he said: "I can't say as to that until I have made more careful examinations of properties here."—Mail.

BUTTE'S NEW MAYOR.

Charles P. Nevin was elected mayor of Butte, Montana, by about 2000 majority. Mr. Nevin was the Democratic nominee and along with him were elected Aleck McGowan for police judge and Dan McCarthy as Alderman, both former Comstockers. Charles Nevin was born in Virginia City, twenty-eight years ago and is the youngest son of the late Dennis Nevin, at one time treasurer of that

county. Mr. Nevin is one of Butte's staunchest citizens and is one of the youngest mayors ever elected in any city of the United States.

TO THE FIREMEN.

I wish to extend my heartfelt thanks and appreciation to the members of both the paid and volunteer fire department for their quick work in extinguishing the flames that threatened my residence last evening.

DAN SULLIVAN.

SPECULATION IN REGARD TO E.-T. RAILROAD

CALIFORNIA INTERESTED IN THE CONSTRUCTION OF NEVADA RAILROAD.

The proposed road between Ely and Goldfield is made the subject of speculation by a San Francisco paper which evidently looks upon that side of the new road which affects California—its importance as the connecting link in a transcontinental route with Los Angeles as the western terminus. Says the paper:

Who is really at the back of the extension of the Tonopah and Tidewater railroad to Ely?

This question is being asked by railroad men taking an interest in the affairs of Nevada.

For over a year the Tonopah and Tidewater people have been threatening to build to Ely, for what reason they have never satisfactorily explained, but from now on there will no longer be any delay.

Survey parties are in the field, a large sum of money has been appropriated for the enterprise, and it is said that it will not take long before trains are running from Tonopah into Ely.

Ely is a mining town in the grip of the Guggenheims.

They have enormous smelters there and it is said that their copper mines are among the richest in the west.

Ely is connected with the Southern Pacific by the Nevada Northern, and its president is S. W. Eccles.

It also crosses the Western Pacific at a place called Shafter.

Railroad men assert that the only people benefited by the Tonopah-Ely extension would be the Western-Pacific, as it would give them an entrance into Los Angeles, which they sadly need.

Gould trains could come over their own tracks to Shafter, then take the Nevada Northern to Ely, then the Tonopah and Tidewater to Ludlow, and then over the Santa Fe into Los Angeles.

This would practically parallel the San Pedro, Los Angeles and Salt Lake line from Salt Lake into Los Angeles, and place the Gould interests on an even footing with the Harriman-Clark line, as far as Los Angeles is concerned.

There are some who go so far as to say that it is the Gould interests that are building the road, and the old story again is revived that the Nevada Northern has been sold to the Gould interests.

This does not, however, appear plausible. S. W. Eccles is too clever a railroad man to let the Guggenheims lose control of the situation.

Then another factor has to be taken into consideration. Eccles and Sproule have charge of

all the Guggenheim traffic interests. Both men were at one time in the employ of the present Harriman lines. Eccles was on the Union Pacific for many years, and is credited with possessing a little affection for the Harriman roads.

William Sproule grew up with the Southern Pacific and left it over a difference of salary, for J. C. Stubbs refused to meet the offer of Eccles, and Sproule resigned promptly.

Neither man, it is said, would regret the opportunity of making the Harriman people realize that former employees also have memories, and by aiding the Goulds to get an entrance into Los Angeles and stick more thorns in the hide of Harriman.

TWENTY-FIVE MILES POST HOLES ARE FINISHED

F. B. Mechling, soliciting agent and A. F. Deiter, assistant secretary, of the Nevada-California Power company, arrived in Manhattan Sunday in the company's big Pope-Hartford car. Mr. Deiter returned to Tonopah Sunday evening and Mr. Mechling will remain here for several days, soliciting power contracts for the company. He states that over twenty-five miles of post holes have already been dug for the line and that the equipment has been hauled out almost that far. The company will operate its own telephone line, which will be thirty feet from the power line. Work on the phone line is running abreast of that on the power line.

Between Central and Round Mountain three miles of poles have been distributed. The heavy transformers for the sub-station left Goldfield last Sunday and are expected to arrive in Manhattan tomorrow.

It is understood that the sub-station will likely be built on or in the vicinity of the Wolfstone ground, instead of at Central as originally planned.

If there are no delays in getting the material for the line, it will probably be completed earlier than at first expected, as it is now believed the line will be in operation before May 15.

F. E. Dellinger, who formerly had charge of the Manhattan Lighting company's plant, came in Sunday with Messrs Mechling and Deiter and will remain here. He will have charge of the Manhattan and Round Mountain interests of the power company, and, until the "juice" is turned on, he will devote his time to securing lighting contracts in the two camps.

—Manhattan Mail.

Don't read with a poor light, as it will impair your eyesight. Don't face a glaring light. Have it to your back or side.

Old papers 25c per hundred at Bonanza office.

MOST IMPORTANT STRIKE IN YEAR

(Special to the Bonanza.)

MANHATTAN, April 9.—The most important strike made in over a year in the camp was made last evening on the Plamenaz lease on Union No. 9. At the 285-foot level, in the incline shaft, the highest values yet found on the Union 9 claim were encountered. The ledge on which the shaft is being sunk has been uniform in width, carrying values from \$15 to \$60 per ton. In the bottom of the shaft at the 285-foot level the ledge runs the full length and almost the entire width of the shaft, and near the center of the bottom and along the

hanging wall there is a change in the formation of about five inches of the ledge matter. One end is an oxidized quartz and the other is a black mud gouge. Three inches of the oxidized streak is thoroughly impregnated with free gold, and is worth from 50 cents to \$4 per pound. The black gouge is fully five inches in width, and from the pan would give at least \$1000 in values to the ton. Lying under these streaks, along the hanging wall, are fourteen inches of sulphide ore which pans \$20 in free gold; but the sulphides up to this time have not been assayed and their value is not definitely known.

Mr. Plamenaz is going to drive this shaft down to the 335-foot level before doing any lateral work.

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